

Remarks

No amendments are made to the claims, specification, and drawings of the application. Claims 1-20 are currently pending in this application. Applicants respectfully ask the Examiner to reconsider the rejections in view of the following remarks.

The Examiner has maintained the rejections to claims 1-20 under 35 U.S.C. 102(b) as being anticipated by Blanz (DE 19638226C1) or under 35 U.S.C. 102(e) as being anticipated by Hilberer (US6540308B1). Applicant respectfully requests that the Examiner reconsider this rejection in view of the following Remarks.

As specifically recited in the claims and also particularly discussed in the previous Response of Applicants, claims 1-20 of the present invention requires, among other limitations thereof, that the valve arrangement is designed and arranged to aerate and lock and to deaerate the parking brake connection due to a signal being generated by the electronic control unit. The present invention also requires that the pressure control unit, the multi-circuit protection valve, the electronic control unit and the valve arrangement are disposed within a common housing of the compressed air processing system (claims 1-10), or that the pressure control unit, the electronic control unit and the valve arrangement are disposed within a common housing of the compressed air processing system (claims 11-20). As such, all claims of the present invention require provision of a valve arrangement, which is designed and arranged to aerate and lock and to deaerate the parking brake connection due to a signal being generated by the electronic control unit, that is disposed within a common housing.

Applicant respectfully submits that neither of the cited prior art references discloses, teaches or suggests at least this novel aspect of the invention.

As specifically discussed before in the previous Response of Applicants, Blanz (DE 196 38 226) fails to disclose or teach the above-identified limitations of the invention as claimed. It is clearly seen from Figure 1 of this reference that the hand brake valve 31, which controls the parking brake, is arranged outside the common housing 1 of the compressed air processing unit, meaning that housing 1 is only connected by a line to hand brake valve 31 as already known in the prior art. The same thing can be seen from the embodiment of Figure 2. Here also, the hand brake valve 31 is not included in the common housing 1 but connected by a line to reservoir 27" via a separation valve 41. Consequently, Blanz does not disclose, teach or suggest in any way that the various control components of the system (such as the recited valve arrangement) are disposed within a common housing, as is required by all claims as amended.

Similar to Blanz discussed above, Hilberer (US 6,540,308) also fails to disclose or teach the above-identified limitations of the invention as claimed. Figure 1 and Figure 2 do not show any connection to a parking brake. Only the embodiment of Figure 3 shows a connecting line to a parking brake (FBA). In the housing of the processing unit there is only included a check valve 11, which obviously is not able to control the parking brake. Consequently, Hilberer does not disclose, teach or suggest to incorporate the various components of a compressed air processing unit (including control valve arrangements) inside a common housing.

In the present Office Action, the Examiner simply states that he maintains the conclusion that "Blanz and Hilberer both show the various components of the system [that] are disposed within a common housing and still read on the amended claims." The Examiner further states that "Applicant's figures 1 and 2 shows a parking brake connection 22 extending outside the housing 1 for connection to a parking brake

cylinder 24" and that "same is true with figures 3-7, all show a parking brake connection 22 extending outside the housing 1."

Applicants respectfully submit that the above-stated argument of the Examiner does not provide any reasonable or sound ground as to why the claims of the invention do not fulfill the requirements for patentability based on the cited prior art references. As noted above, the novel aspect of the claimed invention to which the references fail to disclose or teach is that the valve arrangement and other control components (such as the pressure control unit, the multi-circuit protection valve, and the electronic control unit) of the system are disposed within a common housing. As discussed above, neither of the references disclose or teach that the valve arrangement, which is designed and arranged to aerate and lock and to deaerate the parking brake connection due to a signal being generated by the electronic control unit, is disposed within a common housing of the system. The Examiner's suggestion that the parking brake connection 22 of the present invention extends outside the housing 1 is not relevant since that is not the novel aspect of the claimed invention as highlighted above to which the Applicants are claiming for consideration of patentability. Claims 1-20 also clearly recite that such connections are to be arranged on the common housing, in addition to the above novel aspect of the invention.

According to Blanz, a common conduit 38 for different circuits is supplied by air under pressure. Any valve located upstream such conduit does not matter for controlling park brake 34 due to the fact that any valve influencing the pressure state in conduit 38 would lead to a change of the pressure state in each of the circuits. Downstream between conduit 38 and park brake actuator 34, two different valves (i.e., pressure safety valve 23" and park valve 31) are located.

Among such two valves, pressure safety valve 23" is not used to selectively operate and release a park brake. However, as will be known by a person with ordinary skill in the art, pressure safety valve 23" is used to guarantee a pressure supply to the outlet ports of the pressure safety valve which is conduit 26" and the conduit leading to the park valve 34. Accordingly, the pressure safety valve 23" cannot be seen as "valve arrangement being designed and arranged to deaerate said parking brake connection due to a signal being generated by said electronic control unit".

However, for such function according to Blanz the park valve 31 is used. Park valve 31 is not located within the common housing but outside the common housing which is indicated by reference numeral 1 in Figs. 1 and 2. Accordingly, the above-identified novel aspect of the claims cannot be taken or taught from Blanz.

Also Hilberer shows a common air supply conduit 32 for several circuits. Any valve located upstream such pressure supply conduit 32 cannot be used to aerate and lock and to deaerate the parking brake connection due to the fact that any change of the pressure conditions by such valve would influence the pressure conditions in any circuit. According to Hilberer, between the supply conduit 32 and the park brake FBA only check valve 11 and pressure safety valve 8a are located. As explained before, the pressure safety valve 8a is not appropriate for aerating and locking a park brake. For a person with ordinary skill in the art, it is also obvious that a check valve 11 is not suitable for selectively aerating and locking a park brake.

Accordingly, Hilberer does not show a valve arrangement which is designed and arranged to aerate and lock and to deaerate a park brake located within a common housing. The system disclosed by Hilberer can be used to supply circuits K1 to K4 and FBA with air under pressure wherein outside the housing there will be conduits leading to a reservoir for the park brake and a downstream park valve for selectively operating

the park brake. Accordingly, the above-identified novel aspect of the claims cannot be taken or taught from Hilberer.

For the foregoing reasons, Applicant respectfully submits that all pending claims, namely Claims 1-20, are patentable over the references of record, and earnestly solicits allowance of the same.

Respectfully submitted,

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